

FEBRUARY ★ 1967 ★ 25¢

Bucks County

PANORAMA



IN THIS ISSUE - New Hope Bridge

How to Make Money

The Iron Horse to Doylestown

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... and the neighborly good wishes
of the entire community.



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Bucks County **PANORAMA**

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PUBLISHER'S NOTE

It is with sincere regret that Panorama Publications, Inc. announces the resignation of Barbara Hart Stuckert as Editor of Bucks County *Panorama*. Mrs. Stuckert has become Public Relations Assistant for the international drug firm, William Rorer, Inc., of Fort Washington.

During the seventeen months under Mrs. Stuckert's editorship, the circulation, advertising, and most of all, the quality of *Panorama* has shown a noticeable increase. We extend our appreciation for her services and our congratulations and best wishes as she takes up her new duties. She will continue to serve us as a consultant and as Vice-President.

Although no successor has yet been appointed as Editor, our regular staff will continue to serve our readers. We are also fortunate, indeed, to be able to announce the reappointment of Sheila Broderick as Associate Editor. Mrs. Broderick, who came to *Panorama* from *Bucks County Life*, left us briefly to work with the YWCA. Now that she is back with us, we are sure *Panorama* will benefit much from her many talents.

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ABOUT THE COVER

Last month we reviewed Eric Sloane's latest book, *An Age of Barns*, and called attention to the lovely pen-and-ink sketches and full color reproductions it contains. We thought so highly of the work that we put one of his Pennsylvania barns on the cover this month.

Perhaps we should also call attention to his trilogy of *Americana — American Yesterday, Our Vanishing Landscape*, and *American Barns and Covered Bridges*. They're all wonderful, as are his other works.

In commenting on the barn which appears on our cover, Mr. Sloane says, "Pennsylvania had no hex signs," (to drive away evil spirits) — "it was all done 'chust for pretty!'"

HOW TO MAKE MONEY

Adapted from Early Engineering Reminiscences (1814-40) of George Escol Sellers as edited by Eugene S. Ferguson in a bulletin of the United States National Museum. The original author was born in Philadelphia in 1808 only a block from Independence Hall, and he was in his seventies when he wrote these reminiscences. He was a competent machinist himself, and his family firm produced everything from paper to locomotives.

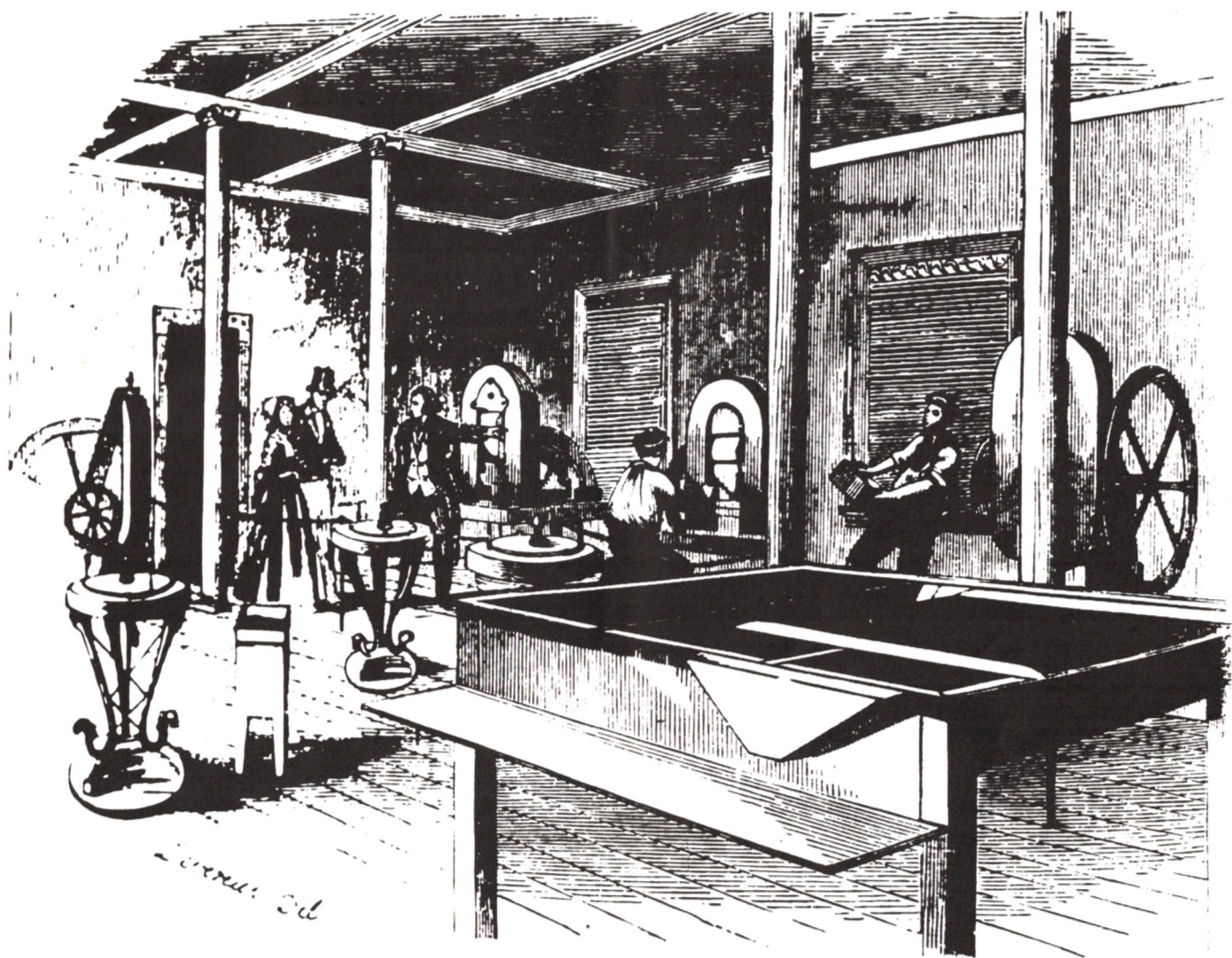
Naturally, as the capital of the United States at the time, the first mint was located in the city of Philadelphia, and few realize now the humble beginning from which the greater mints of the country have sprung. The old U.S. Mint in Philadelphia was on the east side of Seventh Street, on one of those areas called in Philadelphia a city block, these blocks being bounded on their four sides by the principal streets, and perhaps subdivided into smaller blocks by alleys or courts. The particular block in question was between Sixth and Seventh Streets on the east and west and Market and Arch on the south and north, and in point of fact the building was about midway of the block on the corner of a small street named Sugar Alley, which ran from Sixth to Seventh Streets, bisecting the block.

The building used for the mint had very much the appearance of an ordinary three-story brick dwelling house of that period, the back building and yard extending on the alley. In a rear room, facing on the alley, with a large, low down window opening into it, a fly press stood, that is a screw-coining press mostly used for striking the old copper cents. Through this window the passersby in going up and down the alley could readily see the bare-armed vigorous men swinging the heavy end-weighted balanced lever that drove the screw with sufficient force so that by the momentum of the weighted ends this quick-threaded screw had the power to impress the blank and thus coin each piece. They could see the rebound or recoil of these end weights as they

struck a heavy wooden spring beam, driving the lever back to the man that worked it; they could hear the clanking of the chain that checked it at the right point to prevent its striking the man, all framing a picture very likely to leave a lasting impression, and there are no doubt still living many in Philadelphia who can recollect from this brief notice the first mint.

The impression made upon me as a boy was the more enduring as it was one of almost daily occurrence. The block on which the old mint stood, besides being divided by Sugar Alley, had on Sixth Street near Market the entrance to what was known as Mulberry Court. This court extended nearly half way to Seventh Street, and at the head of the court was a dwelling house facing the entrance to the court. This house separated Mulberry Court from another alley or court that entered from Seventh Street, known as St. James Street. The difference between the terms alley and court in this case was that the name alley was given to a narrow street of uniform width, either entirely passing through the block or entering it for a short distance, while the term court was applied more particularly to a narrow entrance from the main street widening into a broader area, around which area the more pretentious houses were frequently erected.

On the north side of Mulberry Court were three dwelling houses, in one of which I first saw the light. The lot where stood the house in which I was born cornered with one on Sixth Street occupied by Mr. Frederick Graff, who followed Latrobe as engineer of the Phila-



Pressing and milling room of the Philadelphia Mint about 1850. Three toggle coining presses are at the rear; three coin milling machines are at the left.

delphia water-works, and who designed and constructed the Fairmount water-works; a gateway connected our yards. Mr. Graff was one of my father's most intimate acquaintances, who with Dr. Robert Patterson, then in charge of the mint, and Adam Eckfeldt, chief coiner, were together frequent visitors at our house on the court; it was a clannish neighborhood, gates connecting all our yards, even to the yard of the fire-engine shops carried on by Jacob Perkins and my father at the end of St. James. From this yard was an opening into Sugar Alley, which to us as youngsters had other attractions than the coining press, for there stood the little shop of the best molasses candy maker in Philadelphia. The house at the end of the court was eventually removed, the street being then called St. James Street, now Commerce Street, of which street it is a continuation.

One day in charge of my elder brother I stood on tip-toe with my nose resting on the iron bar placed across

the open window of the coining room to keep out intruders, watching the men swing the levers of the fly press; it must have been about noon, for Mr. Eckfeldt came into the room, watch in hand, and gave a signal to the men who stopped work. Seeing me peering over the bar, he took me by the arms and lifted me over it. Setting me down by the coining press he asked me if I did not want to make a cent, at the same time stopping the men who had put on their jackets to leave the room. He put a blank planchet into my hand, showed me how to drop it in, and where to place my hand to catch it as it came out; the lever and weights were swung, and I caught the penny as we boys called cents, but I at once dropped it. Mr. Eckfeldt laughed and asked me why I dropped it?

Because it was hot and I feared it would burn me.

(continued on page 6)

(continued from page 5)

He picked it up and handed it to me, then certainly not hot enough to burn; he asked if it was not cold when he gave it to me to drop into the press; he told me to look and see there was no fire, and feel the press that it was cold; he then told me I must keep the cent until I learned what made it hot; then I might, if I liked, spend it for candy.

When I showed the bright new cent to my father, whom I found in his workshop, and asked him to tell me what made it hot, he said he would show me; he handed me a common sulphur-tipped match, then took up a small rod of copper, told me to feel that it was cold, held its end on an anvil, and struck it a few quick sharp blows with a hammer, then applied it to the match

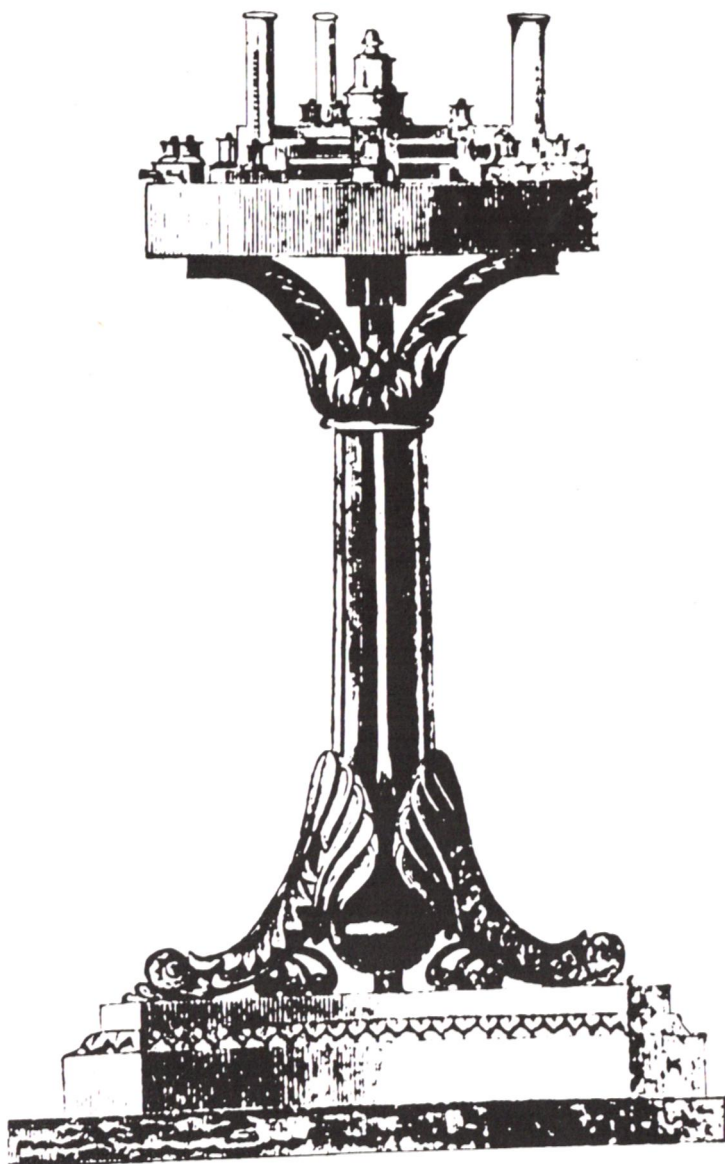
which I held in my hand, which to my amazement was at once ignited; he said, now you have something to think about and may be able to understand when you are older; it was an object lesson that led to many a train of thought.

When years after in speaking of it to my mother's father, Charles Willson Peale, he took up an old file of letters and sorted out a number from Benjamin Thompson (Count Rumford) and read from them many passages descriptive of his wonderful experiments and researches into the nature of heat, and its generation by friction or percussion, that have since been so beautifully illustrated and enlarged on by Prof. John Tyndall in his work on "Heat as a Mode of Motion," and by Joule on the "Correlation of Forces," after a lapse of over half a century . . .

The little yard in the rear of the old mint was a very attractive place to us youngsters (with) its great piles of cord wood, which by the barrow load was wheeled into the furnace room and thrust full size in the boiler furnace, which to my young eyes appeared to be the hottest place on earth. There almost daily was to be seen great lattice-sided wagons of charcoal being unloaded, and the fuel stacked under a shed to be used in the melting and the annealing furnaces.

As I grew older and better able to understand, my interest in all the various processes increased, from the fuel yard to the melting room to see the pots or crucibles charged with the metals and their fluxes placed in the furnaces and the fires started, and when melted to see the man with his cage-jawed grasping tongs lift the crucible out of the fiery furnace and pour the melted metal into the ingot molds. Then the rolling these ingots into strips of sheet metal, splitting and turning them into narrow strips by revolving cutting shears. Thinning or pointing the end of the strips by rollers with flattened spaces on them, so that the strips can be inserted between the regulated and fixed dies of the draw-bench to equalize their thickness as they are seized by a pair of nippers or gripping tongs, the hooked handle of which the operator at once engages in a link of the constantly traveling chain by which the strip is drawn through, between the dies, the operator then by hand pushed the grippers back into place to take a grip on another strip. These strips were fed by hand into the planchet cutting-out presses, and it required practice to attain the adroitness to so handle the strips to cut them out to the best advantage so as to leave the least metal to be returned to the melting pots. Silver planchets by the rolling and drawing process become too hard for coining without first annealing.

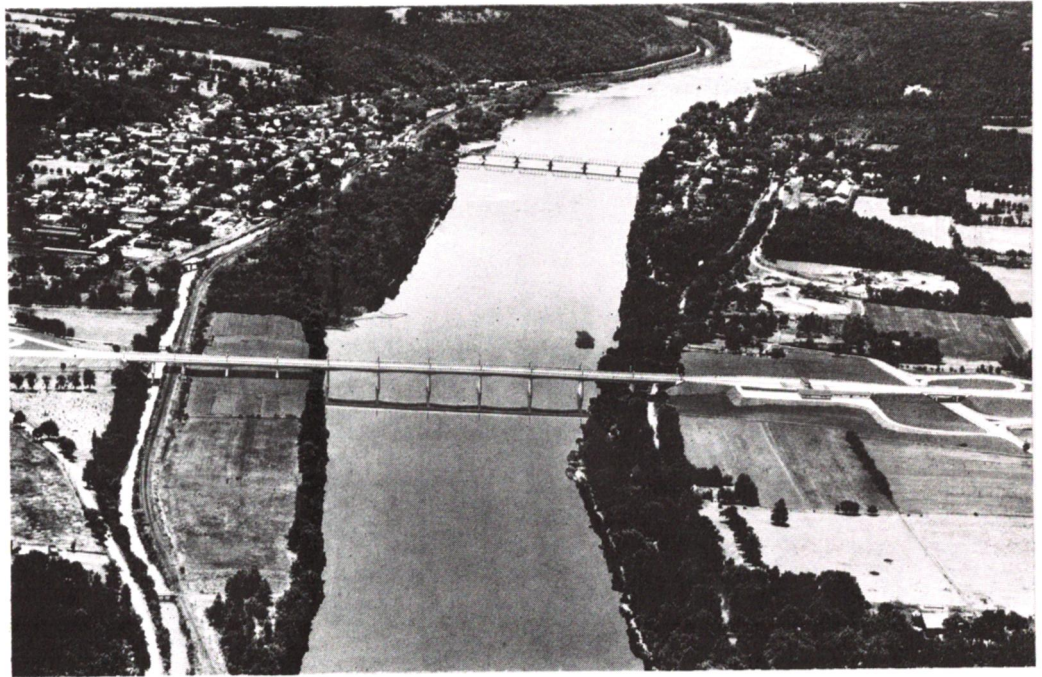
Then the hand-milling press was a very interesting one to watch, it was raising and notching or lettering the rim of the planchet as a preventive against clipping or robbing. This was done by rolling between grooved



Coin milling machine, designed by Franklin Peale, for raising and serrating the rim of a coin. 1836.

(continued on page 12)

Let's Build A Bridge Together



PROPOSED NEW HOPE-LAMBERTVILLE BRIDGE
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

In an effort to clarify for our readers the issues relating to the proposed new New Hope-Lambertville bridge across the Delaware, this magazine is engaged in an in-depth research study, which will form the background for a feature article which will probably appear in *Panorama* this spring. Meanwhile, here is the current status of the bridge:

On January 10, the Delaware River Joint Toll Bridge Commission filed a precedent-setting suit to require the Army Corps of Engineers to grant the necessary permission for the span. A decision, which will still be subject to appeal to the U. S. Supreme Court, is expected in a few months.

No final plans have yet been drawn. The bridge has not been designed. Initial proposals, however, indicate the bridge would cross about a mile north of the present span, which would remain in service, toll-free. Location of the toll plaza, a subject of past controversy, "is negotiable," according to Wm. R. Johnson, Executive Director of the Commission, in an exclusive interview with *Panorama*. In addition to objections of the Delaware Valley Protective Association, which opposes direct connections with River Road, the U.S. Bureau of Public

Roads is concerned with a possible conflict with plans for completing Interstate 78. Some groups oppose the concept of toll bridges, especially where the operating agency has authority to eliminate free spans. Hence, the Army, final authority for spans over navigable waters, is reluctant to give its consent.

Panorama, along with the various planning commissions involved, the Highway Department, and many public and private agencies, endorses the need for a new bridge, along with the planned widening of U.S. 202 from Norristown to New Hope. We hope, however, that reasonable arrangements can be made, both to preserve the present span as a local link between Lambertville and New Hope, and to maintain the essential character of New Hope, River Road, and the Delaware Canal. The matter is now in the hands of the courts. When their decision has been rendered, we will keep our readers informed of the possible alternate plans which will then be opened up. Meanwhile, we need more light, less heat, and a spirit of cooperation among all those affected by the proposed bridge. We *must* have it; let's have the best one possible!

The Iron Horse

- Philadelphia to Doylestown

Reprinted by permission of Montgomery Publishing Co. from the article, "A Century Ago — Rail Enterprise Developed Area," by Pat Stoudt, which appeared recently in the Ambler Gazette and other publications of the chain of Montgomery Newspapers.

NORTH PENNSYLVANIA R. R.

PHILAD'A PASSENGER STATION,

N. W. Corner Berks and American Streets.

On and after Tuesday, Jan. 1, 1867,

Trains Moving NORTH, Leave

SUNDAYS.	STATIONS.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9:30	Philadelphia,	7.45	9.00	10.15	2.35	3.45	4.20	5.20	6.20	11.30	
9:39	Eric Avenue,	-	9.07	10.23	2.44	-	4.28	5.28	6.28	11.38	
9:44	Fisher's Lane,	7.57	9.13	10.27	2.50	3.56	4.33	5.33	6.33	11.43	
9:48	Green Lane,	8.00	9.17	10.30	2.53	3.59	4.37	5.37	6.37	11.46	
9:52	Oak Lane,	-	9.21	10.34	2.57	4.03	4.41	5.41	6.41	11.50	
9:54	City Line,	-	9.23	10.36	2.59	-	4.43	5.43	6.43	11.52	
10:00	Old York R'd,	8.07	9.26	10.40	3.03	4.07	4.47	5.47	6.47	11.56	
10:04	Cheltenham Hills,	-	9.30	10.43	3.07	-	4.51	5.50	6.50	12.00	
10:05	Jenkintown,	8.11	9.32	10.45	3.10	4.11	4.53	5.52	6.53	12.02	
10:09	Arlington,	8.15	9.36	10.49	3.14	4.15	4.57	5.56	6.57	12.06	
10:13	Edge Hill,	-	9.39	10.52	3.18	-	5.00	5.59	7.00	12.10	
10:19	Sandy Run,	-	9.45	10.57	3.24	-	5.06	6.05	7.06	12.16	
10:22	Ft Washington,	8.25	9.49	11.00	3.29	4.25	5.09	6.08	7.10	12.20	
10:26	Wissahickon,	8.30	9.53	-	3.34	4.28	5.13	6.12	7.14	-	
10:30	Penlynn,	8.35	9.57	-	3.40	4.32	5.17	6.16	7.18	-	
10:35	Gwynedd,	8.40	10.01	-	3.46	4.36	5.21	6.20	7.22	-	
10:42	North Wales,	8.46	10.08	-	3.53	4.43	5.28	6.27	7.28	-	
10:50	Lansdale,	8.54	10.15	-	4.03	4.49	5.34	6.33	7.35	-	
10:57	Hatfield,	9.01	-	-	-	4.56	-	6.40	-	-	
11:03	Souders,	9.07	-	-	-	5.02	-	6.46	-	-	
11:13	Sellersville,	9.17	-	-	-	5.11	-	6.54	-	-	
11:30	Quakertown,	9.34	-	-	-	5.28	-	7.18	-	-	
11:43	Coopersburg,	9.47	-	-	-	5.41	-	7.32	-	-	
11:49	Centre Valley,	9.53	-	-	-	5.47	-	7.38	-	-	
11:59	Hellertown,	10.03	-	-	-	5.57	-	7.50	-	-	
12:10	Bethlehem, Ar.	10.13	-	-	-	6.10	-	8.03	-	-	
4:10	L. Lexington,	-	10.25	-	4.12	-	5.45	-	-	-	
4:20	Whitehall,	-	10.35	-	4.20	-	5.55	-	-	-	
4:27	New Britain,	-	10.42	-	4.27	-	6.02	-	-	-	
4:35	Doylestown, Ar.	-	10.50	-	4.35	-	6.10	-	-	-	

ON SUNDAYS,

Leave Philadelphia for Bethlehem at 9 30 A. M.
 " " " Doylestown at 2 35 P. M.
 [OVER]

ALL ABOARD . . . This timetable shows what area railroad service was like 100 years ago.

The old steam engine puffing through the snow like a friendly giant is dim in our memory today, but is important to remember that the towns and cities in the valley of what was then known as the "North Penn" (from Philadelphia to Doylestown) owe their very existence to the dramatic years of railroad enterprise over a century ago.

Since we are traveling back in time let us go back to the year 1804 when the citizens of Philadelphia one day witnessed an astonishing spectacle. A snorting, fire-breathing monster came rumbling down the street, followed by shouting boys. It was really the first steam locomotive in America, although it did not run on rails.

The strange contrivance looked more like a barge than anything else, and it was just that. After its brief journey on land it made straight for the Delaware and plunged into the water and went churning away.

This was the beginning; this new mode of transportation was destined for a long period of evolution. By 1850 the railroads were opening up the west and soon would join the Atlantic and Pacific Oceans.

In Pennsylvania, a group of interested citizens, including the "Merchant Capitalist, owner of Real Estate, Manufacturer, Mechanic and Workingman" joined together to form a corporation known as the Philadelphia, Easton and Water Gap Railroad. This early corporation whose name was changed in 1854 to the North Pennsylvania Railroad, is now an essential part of the Reading System.

"This railroad must be built!" the projectors said. "Let no one to whom this comes greeting, shun the call

(continued on page 10)



Conrad Weiser's home near Womelsdorf, Pa. is preserved by the Historical and Museum Commission of the Commonwealth.

PICTORIAL PILGRIMAGE

1700-1783

Visits to Places of Historical Interest — a series adapted from data in Colonials and Patriots by Frank B. Sarles, Jr. and Charles E. Shedd, Vol. VI of the series on the National Survey of Historic Sites and Buildings, edited by John Porter Bloom and Robert M. Utley. National Park Service, U.S. Department of the Interior.

Conrad Weiser Home

Conrad Weiser Memorial Park, US 422 near Womelsdorf, Berks County, Pa.

Conrad Weiser, peacemaker among the Indians, contributed largely to the rapid advance of the 18th-century frontier and thereby to the development of the English Colonies. Although somewhat neglected by historians, his role in Indian affairs was in truth an important one. Emigrating from Germany in 1710, at the age of 14, Weiser lived near Schoharie, New York, where he learned much about the Indians and their language and matured his thinking on the Indian problem in general. In 1729 he moved to Pennsylvania's Tulpehocken Valley where he prospered as a farmer. His appreciation of Indian affairs and knowledge of Indian languages were probably unequaled in the Colonies, and provincial officers often sought his services as an ambassador to the Six Nations. Weiser's skill and courage were largely responsible for winning the support of the Iroquois for the English. He

helped formulate an Indian policy based on recognition of the Iroquois as sovereign over the other Indians of Pennsylvania, but in the process alienated the Delawares and Shawnees. Weiser saw the Indian problem as one common to all the Colonies, not to be solved by the separate efforts of the Provinces. He helped avert war between Virginia and the Iroquois in 1743, and his influence proved instrumental in shifting the emphasis of British Indian policy from New York to Pennsylvania. Weiser won over the western tribes by the Treaty of Logstown in 1748, thereby extending Pennsylvania's Indian trade to the Mississippi. After the death of one of his influential Indian friends in 1748, Weiser lost his commanding position as a "backwoods diplomat," although until his death he remained one of the best Indian interpreters. Weiser's later career, including a military command in the French and Indian War, lacked the significance of his earlier work, but the Indian alliances he had helped to form were an important factor in England's victory over France in the climactic struggle for North America. Weiser's death on July 13, 1760, closed a long career of valuable service to the developing English Colonies.

In Conrad Weiser Memorial Park stands the restored two-room house built by Weiser on his Womelsdorf plantation. The graves are nearby of Weiser, his wife and a number of his Indian associates. The house serves as a museum. In addition to the main house, the original Weiser springhouse and other outbuildings are maintained.

(continued from page 6)

and notched parallel rulers or bars, one being fixed, the other movable endways by a pinion working into a rack. The operator after placing two planchets one in advance of the other between the parallel bars, then by a partial turn of a handcrank the movable bar is thrust ahead sufficiently to entirely rotate the planchets, when they are taken out and two others put in.

Every gold and silver planchet as cut out was passed through the hands of an adjuster; if overweight reduced by a file, a leather pouch in front of his bench catching the filings; if too light they were returned to the melter.

I have no recollection of ever having seen the copper planchets for cents being made in the mint, but I have a vivid recollection of small iron hooped casks filled with copper planchets for cents and half cents. I have the impression that they were imported as copper in that condition and only stamped or coined in the mint. These casks were similar to the casks in which card wire was imported from England at that period. My object in giving these notes of operations of the old mint is that to the general reader the advances from the old hand to steam coinage and their importance and value may be understood.

SEPTA Shows Increase

An increase of 28.9 percent in ridership was reported for October for the Reading Railroad's Doylestown line by the Southeastern Pennsylvania Transportation Authority (SEPTA) and the Reading Company. This compares with an average of 3.5 percent for all of the Reading under SEPTA.

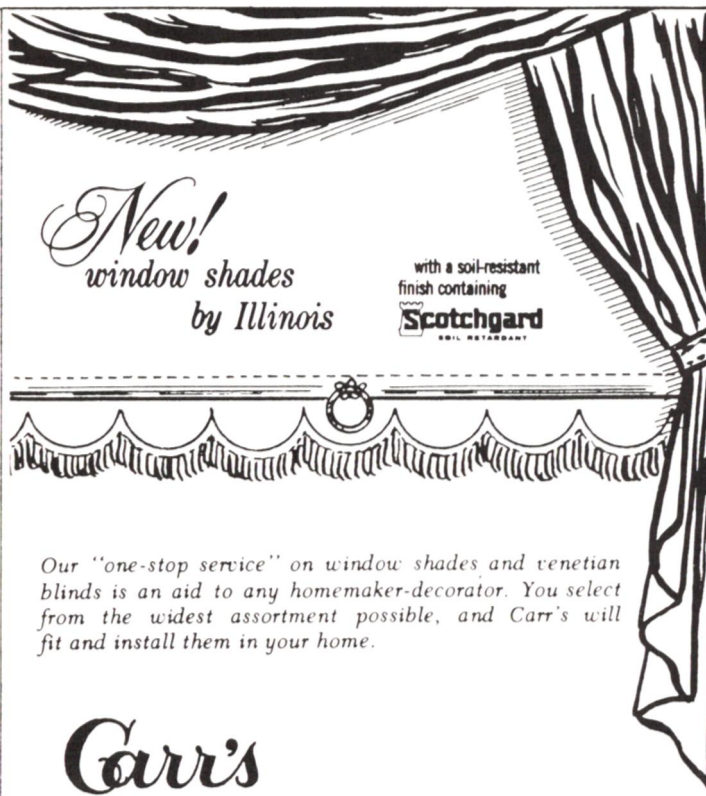
The October figures (released in January) were the final data to be recorded in the 18-month Federally-sponsored "Operation Reading" experiment.

Total passenger volume for the line in October, 1966 was 22,699 riders compared with 17,604 for the comparable period last year.

M. J. Reichel, general manager, said that a complete analysis of the project findings will be made and released in a final report in 1967.

"An accomplishment of the project that needs no analysis," Reichel said, "was the success of the cooperative effort put forth by railroad labor and management, and local, state, and federal governments to achieve a common goal.

"Operation Reading" was financed by the U.S. Dept. of Housing and Urban Development, the State of Pennsylvania, the City of Philadelphia and the counties of Bucks, Chester, and Montgomery.

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BOOKS IN REVIEW

THE WEDDING BARGAIN by Agnes Sligh Turnbull. Houghton Mifflin Co., Boston, The Riverside Press, Cambridge. 290 pp. \$4.95.

This story of a marriage of convenience, written in the style of its early twentieth century setting, ripens into the story of a friendship and then the story of a murder. Miss Turnbull's many friends will enjoy this diversion.

THAT QUAIL, ROBERT by Margaret A. Stanger. J. B. Lippincott Co., 127 pp. \$3.95.

It was July 1962 when Robert started life as a rather unpromising egg on the kitchen counter in the Cape Cod home of Dr. and Mrs. Thomas C. Kienzle, overlooking Crystal Lake in Orleans, Massachusetts. Rescued from an abandoned nest and mothered by the warmth of a boudoir lamp, the diminutive

quail hatched from the smaller and ornithologically wrong end of the egg, with that same single-mindedness which was to characterize all of the bird's subsequent years as a cherished member of the Kienzle household.

Living uncaged, with the run of the house and grounds, Robert retreated in sheer panic when offered freedom, feared other birds, and resisted with disdain the mating calls of other quail. Robert chose instead to greet and entertain guests, monitor housekeeping practices and telephone calls, ride in the car, discipline unruly human children with matronly concern, and take meals at the family table.

"He" wore the name of Robert [meaning "bright in fame"] with such princely assurance it could not be changed even when "she" began to lay infertile eggs and kick them under the bed to be discovered later.

As her fame spread, Robert's guest book was eventually

swelled with names of many hundreds of people who came to see and, only then, to believe.



The Library BOOK SHELF

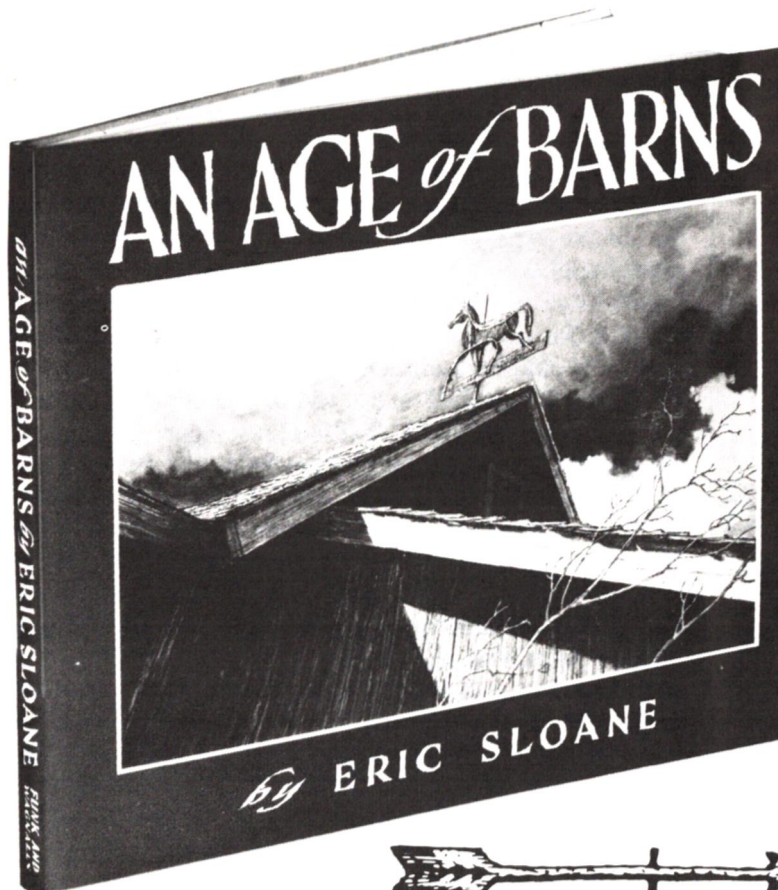
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The Iron Horse

- Philadelphia to Doylestown

Reprinted by permission of Montgomery Publishing Co. from the article, "A Century Ago — Rail Enterprise Developed Area," by Pat Stoudt, which appeared recently in the Ambler Gazette and other publications of the chain of Montgomery Newspapers.

NORTH PENNSYLVANIA R. R.

PHILAD'A PASSENGER STATION,

N. W. Corner Berks and American Streets.

On and after Tuesday, Jan. 1, 1867,

Trains Moving NORTH, Leave

SUNDAYS.	STATIONS.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9.30	Philadelphia,	7.45	9.00	10.15	2.35	3.45	4.30	5.20	6.20	11.30	
9.39	Erie Avenue,	-	-	9.07	10.23	2.44	-	4.28	5.28	6.28	11.38
9.44	Fisher's Lane,	7.57	9.13	10.27	2.50	3.56	4.33	5.33	6.33	11.43	
9.48	Green Lane,	8.00	9.17	10.30	2.53	3.59	4.37	5.37	6.37	11.46	
9.52	Oak Lane,	-	-	9.21	10.34	2.57	4.03	4.41	5.41	6.41	11.50
9.54	City Line,	-	-	9.23	10.36	2.59	-	4.43	5.43	6.43	11.52
10.00	Old York R'd,	8.07	9.26	10.40	3.03	4.07	4.47	5.47	6.47	11.56	
10.03	Cheltenham Hills,	-	-	9.30	10.43	3.07	-	4.51	5.50	6.50	12.00
10.05	Jenkintown,	8.11	9.32	10.45	3.10	4.11	4.53	5.52	6.53	12.02	
10.09	Abington,	8.15	9.36	10.49	3.14	4.15	4.57	5.56	6.57	12.06	
10.13	Edge Hill,	-	-	9.39	10.52	3.18	-	5.00	5.59	7.00	12.10
10.19	Sandy Run,	-	-	9.45	10.57	3.24	-	5.06	6.05	7.06	12.16
10.22	Ft Washington,	8.25	9.49	11.00	3.29	4.25	5.09	6.08	7.10	12.20	
10.26	Wissahickon,	8.30	9.53	-	3.34	4.28	5.13	6.12	7.14	-	
10.30	Penlynn,	8.35	9.57	-	3.40	4.32	5.17	6.16	7.18	-	
10.35	Gwynedd,	8.40	10.01	-	3.46	4.36	5.21	6.20	7.22	-	
10.42	North Wales,	8.46	10.08	-	3.53	4.43	5.28	6.27	7.28	-	
10.50	Lansdale,	8.54	10.15	-	4.03	4.49	5.34	6.33	7.35	-	
10.57	Hatfield,	9.01	-	-	-	4.56	-	6.40	-	-	
11.03	Souders,	9.07	-	-	-	5.02	-	6.46	-	-	
11.13	Sellersville,	9.17	-	-	-	5.11	-	6.54	-	-	
11.30	Quakertown,	9.34	-	-	-	5.28	-	7.18	-	-	
11.43	Coopersburg,	9.47	-	-	-	5.41	-	7.32	-	-	
11.49	Centre Valley,	9.53	-	-	-	5.47	-	7.38	-	-	
11.59	Hellertown,	10.03	-	-	-	5.57	-	7.50	-	-	
12.10	Bethlehem, Ar.	10.15	-	-	-	6.10	-	8.05	-	-	
4.10	L. Lexington,	-	10.25	-	4.12	-	5.45	-	-	-	
4.20	Whitehall,	-	10.35	-	4.20	-	5.55	-	-	-	
4.27	New Britain,	-	10.42	-	4.27	-	6.02	-	-	-	
4.35	Doylestown, Ar.	-	10.50	-	4.35	-	6.10	-	-	-	

ON SUNDAYS,

Leave Philadelphia for Bethlehem at 9 30 A. M.
 " " " Doylestown at 2 35 P. M.
[over]

ALL ABOARD . . . This timetable shows what area railroad service was like 100 years ago.

The old steam engine puffing through the snow like a friendly giant is dim in our memory today, but is important to remember that the towns and cities in the valley of what was then known as the "North Penn" (from Philadelphia to Doylestown) owe their very existence to the dramatic years of railroad enterprise over a century ago.

Since we are traveling back in time let us go back to the year 1804 when the citizens of Philadelphia one day witnessed an astonishing spectacle. A snorting, fire-breathing monster came rumbling down the street, followed by shouting boys. It was really the first steam locomotive in America, although it did not run on rails.

The strange contrivance looked more like a barge than anything else, and it was just that. After its brief journey on land it made straight for the Delaware and plunged into the water and went churning away.

This was the beginning; this new mode of transportation was destined for a long period of evolution. By 1850 the railroads were opening up the west and soon would join the Atlantic and Pacific Oceans.

In Pennsylvania, a group of interested citizens, including the "Merchant Capitalist, owner of Real Estate, Manufacturer, Mechanic and Workingman" joined together to form a corporation known as the Philadelphia, Easton and Water Gap Railroad. This early corporation whose name was changed in 1854 to the North Pennsylvania Railroad, is now an essential part of the Reading System.

"This railroad must be built!" the projectors said. "Let no one to whom this comes greeting, shun the call

(continued on page 10)



Conrad Weiser's home near Womelsdorf, Pa. is preserved by the Historical and Museum Commission of the Commonwealth.

PICTORIAL PILGRIMAGE

1700-1783

Visits to Places of Historical Interest — a series adapted from data in Colonials and Patriots by Frank B. Sarles, Jr. and Charles E. Shedd, Vol. VI of the series on the National Survey of Historic Sites and Buildings, edited by John Porter Bloom and Robert M. Utley. National Park Service, U.S. Department of the Interior.

Conrad Weiser Home

Conrad Weiser Memorial Park, US 422 near Womelsdorf, Berks County, Pa.

Conrad Weiser, peacemaker among the Indians, contributed largely to the rapid advance of the 18th-century frontier and thereby to the development of the English Colonies. Although somewhat neglected by historians, his role in Indian affairs was in truth an important one. Emigrating from Germany in 1710, at the age of 14, Weiser lived near Schoharie, New York, where he learned much about the Indians and their language and matured his thinking on the Indian problem in general. In 1729 he moved to Pennsylvania's Tulpehocken Valley where he prospered as a farmer. His appreciation of Indian affairs and knowledge of Indian languages were probably unequaled in the Colonies, and provincial officers often sought his services as an ambassador to the Six Nations. Weiser's skill and courage were largely responsible for winning the support of the Iroquois for the English. He

helped formulate an Indian policy based on recognition of the Iroquois as sovereign over the other Indians of Pennsylvania, but in the process alienated the Delawares and Shawnees. Weiser saw the Indian problem as one common to all the Colonies, not to be solved by the separate efforts of the Provinces. He helped avert war between Virginia and the Iroquois in 1743, and his influence proved instrumental in shifting the emphasis of British Indian policy from New York to Pennsylvania. Weiser won over the western tribes by the Treaty of Logstown in 1748, thereby extending Pennsylvania's Indian trade to the Mississippi. After the death of one of his influential Indian friends in 1748, Weiser lost his commanding position as a "backwoods diplomat," although until his death he remained one of the best Indian interpreters. Weiser's later career, including a military command in the French and Indian War, lacked the significance of his earlier work, but the Indian alliances he had helped to form were an important factor in England's victory over France in the climactic struggle for North America. Weiser's death on July 13, 1760, closed a long career of valuable service to the developing English Colonies.

In Conrad Weiser Memorial Park stands the restored two-room house built by Weiser on his Womelsdorf plantation. The graves are nearby of Weiser, his wife and a number of his Indian associates. The house serves as a museum. In addition to the main house, the original Weiser springhouse and other outbuildings are maintained.

ST. VALENTINE'S DAY



The custom of exchanging St. Valentine greetings and gifts has been popular for centuries. This charming woodcut, one of the earliest St. Valentine cards, is an example of what you might have received if you had been living in 16th century Europe.

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(continued from page 8)

it makes on his duty and his liberality as a member of the community whose permanent welfare can only be attained by a wider diffusion of its trade, commerce, manufactures and mechanic arts.

"Philadelphians, Hark! The forks of the Delaware echo to the whistle of the locomotive that is come to bear away to a neighbor city in a neighbor state the trade and treasure of the Keystone valleys!"

First contracts for actual construction of the North Penn were made on May 27, 1853, and the ground first broken on the tunnel section at Landis' ridge, or Perkaskie Tunnel, on June 16, 1853. The surveyors had selected a route which was neither "air line" — that is straight and level — or excessively graded. But the road they chose with its undulating hills, and creek branches, posed a challenge to the ingenuity of the most experienced railroad builder.

Heavy rock, hidden spring, labor shortages, unpredictable black powder detonations and cholera made every step forward the result of incredible human effort. At Edge Hill, for example, excavation revealed treacherous swamps of quicksand and at Gwynedd the engineers ran into what they called "Hard and very Hard" rock.

At Landis Ridge, first the contractors walked out on their agreement, then there was an outbreak of deadly cholera. The engineers stopped work and sent for Dr. James Darragh of Philadelphia who immediately rushed to the scene. Not long after, an inexperienced laborer burned out the shaft-engine. And down in Philadelphia, old Gunner's Run Creek had to be diverted by a complicated series of culverts.

But in spite of unbelievable difficulties, the North Penn was opened from Philadelphia to Gwynedd on July 3, 1855, the first timetable indicating that the trip took one hour and 27 minutes. Persons desiring to go on to Quakertown, or to Bethlehem transferred to waiting stages at Gwynedd.

The Doylestown Branch was opened on October 7, 1856, and the first train ran through Quakertown enroute to Bethlehem on December 23, 1856, probably pulled by the Baldwin locomotive, Cohocksink.

Like most American railroads, the North Penn was not just a system of transportation. It was a town builder and sponsor of many lines which contributed to the expanding economic and transportation life of Pennsylvania communities.

It sponsored the construction of the Stony Creek Railroads, the Northeast Pennsylvania Railroad (New Hope Branch of the Reading), the Delaware River Branch, built in 1878, which became part of the Reading's main line to New York.

Towns like North Wales were incorporated in 1869 as a result of railroad development. Lansdale was named after one of the North Penn's engineers, Philip Lansdale

(continued on page 11)

(continued from page 10)

Fox. Souderton took its name from the first ticket agent, one of the influential Souder family. And Ambler, formerly Gilkey's Corner, also owes much of its history to the coming of the North Penn.

Local individuals often gave land for the right of way and in addition sometimes the land for the station was donated to the railroad, possibly for convenience or community pride or a shrewd business move to develop the value of local properties.

Such stations as Lansdale, North Wales, Gwynedd, Penllyn, Fort Washington, Jenkintown and Oak Lane exist today in just about the same localities they did a hundred years ago. Sandy Run is now Fellwick and Wissahickon is the Ambler station.

Abington is now Glenside, since before the turn of the century; Fisher's Lane, Green Lane, City Line, Old York Road and Cheltenham Hills stations no longer exist, although Tabor, Fern Rock and Elkins Park respectively have taken their place in the same area.

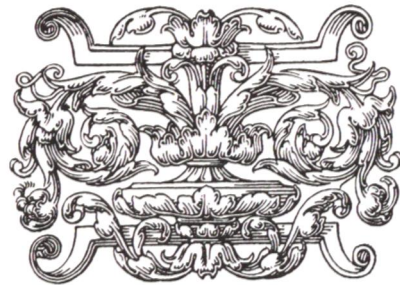
The Old York Road station, now privately owned, can be seen along the south side of the Reading Railroad just as it crosses Old York Road above the Elkins Park station. North Hills and Oreland are in the original Edge Hill area and the Pennbrook Station has been added above North Wales.

The valley of the North Penn was described in the

1890's as the "Garden Spot of Pennsylvania," where malaria was unknown, and "pestiferous mosquitos never ventured." But it was also made famous by a high speed run in 1897 when locomotive no. 569 pulled a train from Bethlehem to Philadelphia in 70 minutes, a record never surpassed.

Old Gwynedd Tunnel, a miracle of construction, 526 feet long, was arched to allow for double-tracking in 1888, and finally removed in 1930 to make way for the electrification of the line.

The days when Quakertown was a secret stop on the "underground slavery railroad" in the Civil War are gone. The days of the milk trains, and the way-service trains are gone. But the North Penn branch of the Reading Railroad still offers continuing service to a commuting and shipping public.



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(continued from page 6)

and notched parallel rulers or bars, one being fixed, the other movable endways by a pinion working into a rack. The operator after placing two planchets one in advance of the other between the parallel bars, then by a partial turn of a handcrank the movable bar is thrust ahead sufficiently to entirely rotate the planchets, when they are taken out and two others put in.

Every gold and silver planchet as cut out was passed through the hands of an adjuster; if overweight reduced by a file, a leather pouch in front of his bench catching the filings; if too light they were returned to the melter.

I have no recollection of ever having seen the copper planchets for cents being made in the mint, but I have a vivid recollection of small iron hooped casks filled with copper planchets for cents and half cents. I have the impression that they were imported as copper in that condition and only stamped or coined in the mint. These casks were similar to the casks in which card wire was imported from England at that period. My object in giving these notes of operations of the old mint is that to the general reader the advances from the old hand to steam coinage and their importance and value may be understood.

SEPTA Shows Increase

An increase of 28.9 percent in ridership was reported for October for the Reading Railroad's Doylestown line by the Southeastern Pennsylvania Transportation Authority (SEPTA) and the Reading Company. This compares with an average of 3.5 percent for all of the Reading under SEPTA.

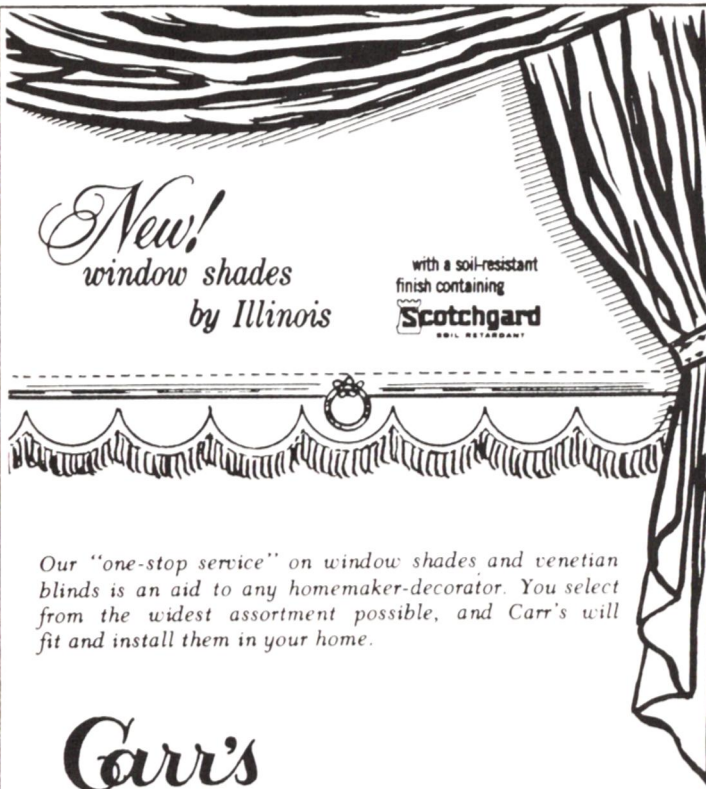
The October figures (released in January) were the final data to be recorded in the 18-month Federally-sponsored "Operation Reading" experiment.

Total passenger volume for the line in October, 1966 was 22,699 riders compared with 17,604 for the comparable period last year.

M. J. Reichel, general manager, said that a complete analysis of the project findings will be made and released in a final report in 1967.

"An accomplishment of the project that needs no analysis," Reichel said, "was the success of the cooperative effort put forth by railroad labor and management, and local, state, and federal governments to achieve a common goal.

"Operation Reading" was financed by the U.S. Dept. of Housing and Urban Development, the State of Pennsylvania, the City of Philadelphia and the counties of Bucks, Chester, and Montgomery.

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BOOKS IN REVIEW

THE WEDDING BARGAIN by Agnes Sligh Turnbull. Houghton Mifflin Co., Boston, The Riverside Press, Cambridge. 290 pp. \$4.95.

This story of a marriage of convenience, written in the style of its early twentieth century setting, ripens into the story of a friendship and then the story of a murder. Miss Turnbull's many friends will enjoy this diversion.

THAT QUAIL, ROBERT by Margaret A. Stanger. J. B. Lippincott Co., 127 pp. \$3.95.

It was July 1962 when Robert started life as a rather unpromising egg on the kitchen counter in the Cape Cod home of Dr. and Mrs. Thomas C. Kienzle, overlooking Crystal Lake in Orleans, Massachusetts. Rescued from an abandoned nest and mothered by the warmth of a boudoir lamp, the diminutive

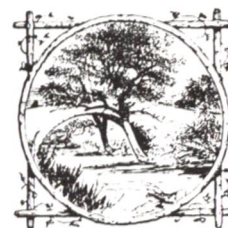
quail hatched from the smaller and ornithologically *wrong* end of the egg, with that same single-mindedness which was to characterize all of the bird's subsequent years as a cherished member of the Kienzle household.

Living uncaged, with the run of the house and grounds, Robert retreated in sheer panic when offered freedom, feared other birds, and resisted with disdain the mating calls of other quail. Robert chose instead to greet and entertain guests, monitor housekeeping practices and telephone calls, ride in the car, discipline unruly human children with matronly concern, and take meals at the family table.

"He" wore the name of Robert [meaning "bright in fame"] with such princely assurance it could not be changed even when "she" began to lay infertile eggs and kick them under the bed to be discovered later.

As her fame spread, Robert's guest book was eventually

swelled with names of many hundreds of people who came to see and, only then, to believe.



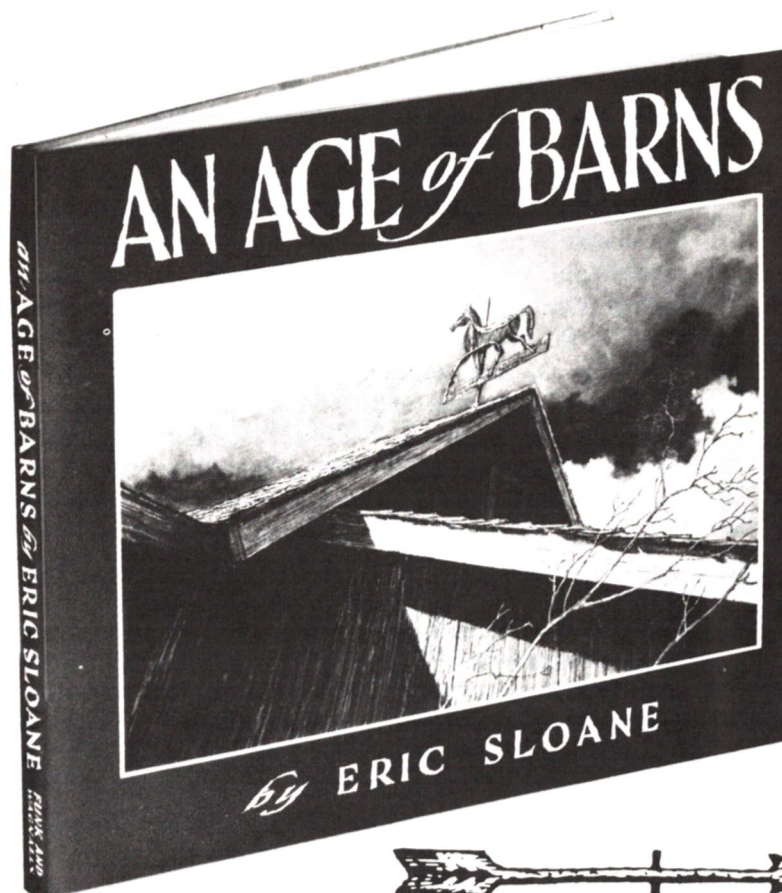
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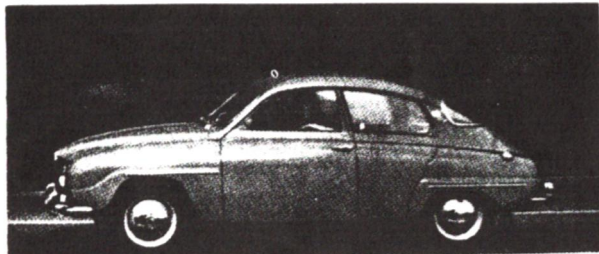
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Rambling With Russ

by

A. Russell Thomas

FEBRUARY 1927

POTPOURRI of 40 years ago — The Bucks County commissioners fixed the county tax rate at SIX mills, the same as last year . . . Sterilization of the insane and feeble-minded was proposed by the New Jersey State Senate . . . Forty-five couples were granted marriage licenses in Bucks . . . Oscar H. Bigley of Doylestown, announced the engagement of his daughter, Dorothy M. Bigley to David McLaughlin, Jr., of Pittsburgh, a former Doylestown Country Club pro . . . The Doylestown Rotary Club sponsored a boys' and girls' potato club with County Farm Agent Bill Greenawalt as chairman . . . Walter K. Terry, Perkasio banker, was elected president of the Perkasio Chamber of Commerce . . . The first of the deluxe type gasoline-electric buses of the Philadelphia Rapid Transit between Doylestown and Philadelphia was driven into town on the morning of February 3, 1927, for inspection . . . Joseph O. Canby of Hulmeville (now chairman of the Bucks County Commissioners) was elected president of the Bucks County Agricultural Extension Society with Willis Hunsberger, Plumsteadville, as vice-president; and Amos Satterthwaite of Yardley as secretary-treasurer . . . Doylestown High's basketball team that won the Bux-Mont title in 1927, defeated Abington High, 39 to 15 with Hennessy, Richar, Waddington, Hoffman and Carter in the starting lineup . . . The Doylestown Rotary Club was addressed by the Rev. Bernard Repass on the subject, "The Life and Character of Lincoln" . . . Noah L. Clark, 67, one of the very best wing and trap shots in the eastern United States, died at his home in Doylestown (he was the organizer of the Doylestown Rod and Gun Club) . . . Doylestown Borough housekeeping expenses in 1926 amounted to \$112,114.77 including \$6,741.67 for electric lights (last year, 1926, \$30,000) . . . A protest against the wholesale killing of crows was voiced at a meeting of the

(continued from page 14)

Pineville Grange at the home of Mr. and Mrs. Alfred Wipred . . . The Bucks County Council, Boy Scouts of America, was organized at a meeting in the Court House (Doylestown) when Mayor Thomas B. Stockham of Morrisville was elected chairman. (Rambling with Russ served as temporary secretary at that meeting) . . . Lieut. Floyd Bennett, Aviation Pilot, U.S.N., who piloted Commander Richard N. Byrd to the North Pole on May 9, 1926, addressed the Doylestown University Extension Center audience and predicted that an expedition and flight to the South Pole would be made shortly . . .

BLIZZARD: Remember the headlines in a D-town newspaper of February 21, 1927 — "Bucks County Communities Left Helpless By The Blizzard, Without Heat, Light Or Power Were The Users Of Electricity" . . . This blizzard left central Bucks County without electric stoves, oil burners and a daily newspaper for one day.

MISCELLANY: G. Frank Shutt, prominent Doylestown farmer was appointed foreman of the February Bucks County grand jury by Judge William C. Ryan . . . Judge Ryan sentenced Samuel Woodruff of Phillipsburg to 2 1/2 to 5 years in the Eastern State Penitentiary for robbing six bungalows along the Delaware River north of New Hope. (The arrest was made by Trooper Felix R. Gowan.)

MURDER: Enraged because his wife had started divorce proceedings against him and was having household goods removed from their broken home in Oklihurst (Langhorne), Ernest Rieker, 32, shot and killed his wife and Bucks County Sheriff Abe Kulp, before trying suicide himself and then fleeing the scene in a stolen automobile . . . Rieker was captured the following morning in a hotel in Asbury Park, N.J. (The murders were committed February 23, 1927.)

IN SHORTS: J. Carroll Molloy and George S. Hotchkiss, Rotary Club; William F. Fretz and A. Russell Thomas, Kiwanis Club, met with Herbert D. Allman, president of National Farm School, at the Locust Club, Philadelphia, to discuss what was the start of Doylestown's first community athletic field, made possible by the generosity of the school . . . The world's richest man, Henry Ford, and his wife and secretary visited Doylestown's Fountain House long enough to admire an ancient flintlock, an antique Martha Washington sewing table and a rare Windsor chair . . . Doylestownians attending the Ursinus-Juniata College basketball game at Collegeville were Nicholas F. Power, Billy Power, Theodore Rufe, Jack Waddington and Earl Johnson. (Harry Bigley, former Doylestown High ace, played on the Ursinus team.) . . . An all-time slow delivery mail record was

(continued on page 16)



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(continued from page 15)

set when it took a pouch of mail postmarked "Bristol, July 8, 1926," exactly 222 days to make the 28-mile trip to Doylestown. . . . Five state troopers raided a Hilltown Township house, arrested three women and a man on charges of maintaining a disorderly house of ill repute.

TWO MISTAKES: In the office of Dr. Herbert Moyer of Lansdale (one time my family physician), there used to hang a gilded cage in which a canary, filled with joy and bird seed, sang the livelong day. Now the canary is dead and thereby hangs a tale.

A young man called upon Dr. Moyer recently to undergo a slight operation. It had always been the practice of Dr. Moyer to remove his little feathered friend from the office when he administered ether.

This time, he forgot. The young man took his place, the ether was administered, and the operation performed.

Just as the operation was over, the nurse assisting the doctor chanced to look toward the cage and there lay the little bird dead upon the floor. The nurse was greatly upset.

"Why look, doctor," she exclaimed, "the bird is dead!"

The young man, who was just coming back to the world of events, half rose from his place and almost shouted: "I am like hell!"

FEBRUARY 11 This year: The 132nd annual dinner-meeting of the Union Horse Company of Doylestown and Vicinity for the Apprehension of Horse Thieves and Other Villains, will be held at the Doylestown American Legion Home at high noon. Guest Speaker will be Edmund H. Harding, of Washington, N.C., the nationally famous "Tar Heel Humorist" who is coming north to our affair for the second time, accompanied by Unioneer Dr. Allen H. Moore, who practiced medicine in Doylestown for many years. By the way, Dr. Moore will celebrate his 77th birthday on March 1st.



JUST IN CASE YOU DIDN'T KNOW

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HAVE A CONTRACT
THAT IS SPACED

FOR
OUR
GOOD
FUEL
OIL



Easy as Pie

Notes by the Publisher

WASN'T WINTER ROUGH?

After the blizzard of '66, we drove around Central and Upper Bucks with some difficulty. Some roads were limited to one lane. After backing up a quarter-mile to let a New Jersey car get by, we started to shout, "Why don't you go back where you came from?" but thought better of it. Radio and TV reported "all roads clear," etc., but presumably they referred only to center city. The next day the reports admitted that travel was difficult. The Bethlehem line of the Reading was knocked out for an hour or so and held up many commuters. A Doylestown train had an electrical arc that pierced the roof of one of its cars, caused by snow still on the top. (Couldn't they have knocked it off before starting?)

We rejoiced that we had the sense to stay put — at least until the fan on our oilburner slowed to a stall and our farmhouse dropped below 40 degrees. Brinkers came out after dawn and got us back in service. Meanwhile we used up all our logs and even sacrificed our lovely decorator birch to the flames. We left the electric oven on, used a small electric heater, and snuggled under electric blankets. We suggested that we should leave for our alternate pad, still heated, but the children vetoed the idea, preferring to stay put, look at color TV, and gripe about the cold!

Speaking of color TV, we are most happy with the Zenith we bought from Pearlman's before Christmas. We had a few bugs ironed out with the remote control, and now it is simply wonderful. We have a beam antenna in the attic, which gets us both New York and Philadelphia channels. And the color, once garish on earlier sets, is now excellent.

While waiting for the heat to heat it, man, we fed the birds. Two magnificent cardinals came, accompanied by six bluejays, a few cute titmice (or is it *mouses*?) some pine-roasted gross beaks, (or is it rose-breasted grosbeaks?) some wood doves, and innumerable starlings. When all had had their fill, they departed. Soon the two male cardinals returned, accompanied by *three* ladies. We debated their respective relationships, found no indications of polygamy for cardinals in the bird books and finally abandoned speculations. The cardinals departed. On the morrow *four* returned; two male, two female. We assumed that a semblance of order had been restored to the bird kingdom, and departed ourselves.

"The Separates Scene"



*The casual approach rates
the highest score in
teamed-for-each-other
separates.*

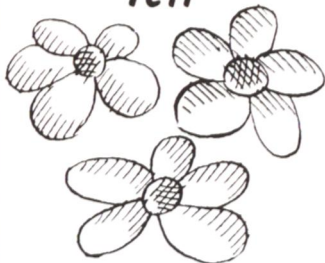
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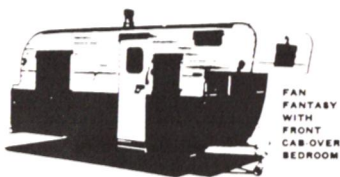
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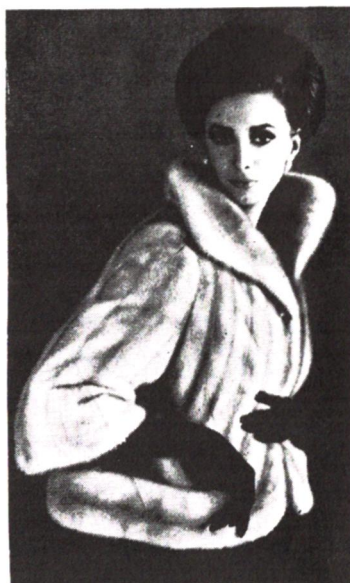


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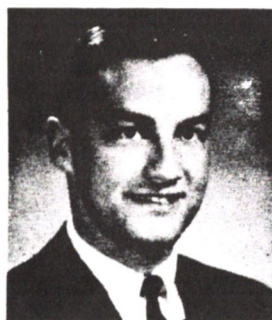
Modern SUPERSTITIONS

Most of us think that the days of superstition have gone forever. However, we pass on from one generation to another a great number of unsubstantiated or disproven ideas. Here are some —

Sitting close to Television hurts your eyes. It doesn't. Most doctors believe the eyes thrive on exercise. Prolonged use or concentration at one job at any distance may cause strain.

Discipline is bad for children. It isn't. Child psychologists advise that parents should be firm, fair, and above all consistent. Little rewards for jobs well done and moderate punishment for wrongdoing provides security for the child by indicating a framework of acceptable behavior.

The longer you escape some accident, the greater are your chances of having it happen to you the next time. It's not so. Your chances are exactly the same each time you are exposed. If you flip a coin and it turns up heads three times in succession, the chances of its turning up heads on the fourth toss are still exactly fifty-fifty. The coin doesn't know what happened before; the odds haven't changed. If 500 persons are likely to be killed in an automobile accident over the weekend, your previous escapes from death don't give you a better or worse chance next time — so — drive defensively!



DICK BACH
ASSOCIATED WITH
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Monument Square, Doylestown

BUILD A BASIC WARDROBE

Are you planning to escape the dreary, dirty snow-covered scene of the East? Are you going on a gay cruise, or just jetting to a brighter, warmer climate to pick up the spirits? In either case, you will probably need formal wear of the fun type, for dancing on Deck A, or dressing for dinner at most resorts. Lately formal wear for fun is also being worn for private winter parties [in warm climates] in more elegant fabric versions.



Formal wear for fun is the least formal of semi-formal wear, or the most formal of casual wear depending on the wearer's point of view. Stemming from the original whites worn in the tropics, it has expanded into richly hued silks, worsteds and mohairs as well as brocades, batiks and Madras.

Some swinging young men add their own tropic and summervariations such as white slacks with Madras or black dinner jackets, or Madras slacks or striped button-down shirts with black tuxedo coats. After all, it's all for fun.

For an exotic look add a waistcoat, or don't wear any at all. Your shirt can be pleated or plain, or even a color. But a firm rule is that the shirt must have a collar. And by all means — a tie and be sure it is a bow.

Another popular coat style for cruise wear is the seersucker dinner jacket. Rising on the contemporary scene is the dinner suit in blue, with brocade-framed lapels, and a pure silk dinner jacket in a very soft blue.

Wear accessories, of course, but make them in keeping with the style of your coat and trousers. The important message is to be gay, and remember... it's for fun!

Stan Bowers

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Statement of Condition as of December 31, 1966

ASSETS

First Mortgage Loans	\$15,957,643.73
Loans on Savings Accounts	89,586.30
Investments & Securities	1,541,136.43
Cash on hand and in Banks	388,068.64
Office Building and Equipment (less depreciation)	469,561.15
Deferred Charges and other assets	198,376.27
	\$18,644,372.52

LIABILITIES

Savings Capital	\$16,766,601.62
Advances from F. H. L. Bank	250,000.00
Borrowed Money	250,000.00
Loans in Process	60,434.23
Other Liabilities	27,802.88
Specific Reserves	3,143.61
General Reserves	\$1,154,532.96
Surplus	131,857.22
	\$18,644,372.52

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**CALENDAR
of
EVENTS**

February 1967

- 1 - 11 Doylestown — Art exhibit, Margaret Walsh, Doylestown Hospital. 8 a.m. to 4 p.m.
- 15 Huntingdon Valley, Pa. — Concert, West Chester State College Symphony Orchestra, Lower Moreland High School Auditorium, 8 p.m.
- 1 - 28 Washington Crossing — Taylor House, built in 1812 by Mahlon K. Taylor, now serves as headquarters for the Washington Crossing Park Commission, open to the public. Weekdays 8:30 to 5 p.m., Saturday 8:30 to 11 a.m.
- 1 - 28 Morrisville — "Pennsbury Manor," William Penn's Manor House, Weekdays 9:00 a.m. to 4:30 p.m., Sunday 1:00 to 4:30 p.m. Admission, under 12 free.
- 1 - 28 Levittown — "Katheryn Turner" artist, pastels, oils and water colors, Philadelphia National Bank, Levittown Shopping Center.
- 1 - 28 Doylestown — Piper Hill Ski Area, 8 miles N. of Doylestown, on Route 611, Weekdays 10 a.m. to 5 p.m. Saturday 9 a.m. to 11 p.m. Sunday 9 a.m. to 6 p.m. Night Skiing 6 p.m. to 10 p.m. Refreshments
- 1 - 28 Sellersville — Exhibition of Painting by Della Bittner and American Still Lifes, at Walter Baum Galleries, 225 N. Main & Green Sts., Sellersville Woman's Club, 1 to 6 p.m.
- 11 Doylestown — "Concert," Bucks County Symphony Society Orchestra, Lenape Jr. High School, Route 202 W. of Doylestown, 8:30 p.m.
- 11 - 28 Doylestown — Art exhibit, Marian Macgeorge, at Doylestown Hospital. 8 a.m. to 4 p.m.
- 12 Washington Crossing, New Jersey — Hiking along "Delaware River and Canal," 9:45 a.m. and 1:30 p.m.
- 19 Quakertown — 90th Annual Band Concert, Quakertown Community Senior High School, 2:30 p.m.
- 22 Washington Crossing — "Washington Birthday Celebration," Display of original Washington papers and manuscripts in the David Library, Memorial Building, daily 9 to 5 p.m., Sunday and holidays 10 a.m. to 6 p.m. Free.
- FEB. Washington Crossing — Ice Skating, "The Lagoon," near the Western entrance to the park, weather permitting, free.
- FEB. Bristol — Ice Skating, "Silver Lake," Route 13 and Bath Road, weather permitting, free.
- FEB. Fairless Hills — Ice Skating, "Lake Caroline," Oxford Valley Road and Hood Blvd., weather permitting, lights for night skating, free.



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STATEMENT OF CONDITION

New Hope, Pennsylvania

AT THE CLOSE OF BUSINESS, DEC. 31, 1965

DEC. 31, 1966

RESOURCES

Cash and Due from Banks	959,027.56	1,002,438.57
U. S. Government Securities	1,683,326.03	1,235,008.86
Other Bonds and Securities	1,415,494.06	1,299,896.49
Federal Reserve Bank Stock	19,300.00	27,150.00
Loans and Discounts	5,524,340.43	6,461,496.75
Banking House and Fixtures	192,609.86	239,275.82
Other Assets	5,622.55	21,477.87
TOTAL ASSETS	9,799,720.49	10,286,744.36

LIABILITIES

Capital Stock	168,300.00	258,060.00
Surplus	450,000.00	646,350.00
Undivided Profits	147,467.83	157,225.97
Reserves	25,000.00	None
Demand Deposits	3,593,492.36	3,136,066.82
Savings Deposits	5,415,460.30	6,089,041.57
TOTAL LIABILITIES	9,799,720.49	10,286,744.36

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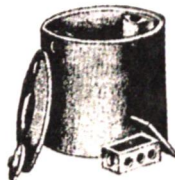
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